

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 04/24/1989

LAX87FA087 File No. 2432	01/16/1987	CIMA, CA	Aircraft Reg No. N9613F	Time (Local): 06:40 PST	
Make/Model: CESSNA / 208			Fatal	Serious	Minor/None
Engine Make/Model: P&W / PT-6A			Crew 1	0	0
Aircraft Damage: Destroyed			Pass 0	0	0
Number of Engines: 1					
Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi; Large Aircraft Operator					
Name of Carrier: CALIFORNIA AIR CHARTER					
Type of Flight Operation: Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter					
Last Depart. Point: ONTARIO , CA			Condition of Light: Day		
Destination: LAS VEGAS , NV			Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions		
			Lowest Ceiling: None		
			Visibility: 51.00 SM		
			Wind Dir/Speed: 340 / 010 Kts		
			Temperature (°C): -1		
			Obstr to Vision: None		
			Precipitation: None		
Pilot-in-Command	Age: 24		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 2478		
Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: 265		
Instrument Ratings			Total Make/Model: 91		
Airplane			Total Instrument Time: 244		

WHILE ON A DAY/VFR FLT FROM ONTARIO, CA TO LAS VEGAS, NV, THE ACFT COLLIDED WITH MOUNTAINOUS TERRAIN NEAR THE TOP OF A 6500' PEAK. RADAR DATA SHOWED THAT APRX 20 MIN BEFORE THE ACDNT, THE ACFT BEGAN A GRADUAL DSCNT FROM ABOUT 10,000'. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT, ENG OR AUTOPLT WAS FOUND. THE PLT HAD A REST PERIOD ON THE PREVIOUS DAY, BUT THE INVESTIGATION DID NOT DETERMINE WHETHER HE HAD OBTAINED ANY SLEEP BEFORE A 1700 PST FLT. AFTER THE 1700 PST FLT, HE VOLUNTARILY FLEW ON A LATE NIGHT FLT WITH ANOTHER COMPANY. THAT FLT WAS DELAYED IN RETURNING & DID NOT LAND AT ONTARIO UNTIL ABOUT 0500 PST THE NEXT MORNING. APRX 41 MIN LATER, THE PLT TOOK OFF ON THE ACDNT FLT.

Brief of Accident (Continued)

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Occurrence #1: ALTITUDE DEVIATION, UNCONTROLLED

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. (C) DESCENT - INADVERTENT - PILOT IN COMMAND
  3. (C) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.